

The Hongkong Telegraph.

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FRIDAY, SEPTEMBER 29 1911.

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REUTER'S TELEGRAMS.

POSTAL EMPLOYEES.

ALLEGATION OF SWEATING.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 20, 7.45 a.m.
Mr. Herbert Samuel, the Postmaster General, has received a deputation representing 70,000 postal employees.

He denied that sweating had increased and pointed out that Civil Servants are different from outside workers.

If a postal strike occurred the country would demand that measures should be taken to render its recurrence impossible.

JOCKEY CLUB STAKES.

STEDFAST WINS.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 29, 12.30 a.m.
The result of the Jockey Club Stakes was as follows:—

Stedfast (F. Wootton) 1.
Lemberg (O'Neill) 2.
Hair Trigger II (Rickaby) 3.
Five started. Stedfast beat Lemberg by four lengths, and Hair Trigger II was three lengths behind Lemberg.

The betting at the start was 2 to 1 on Stedfast, 9 to 2 against Lemberg, 10 to 1 against Hair Trigger II.

JOHNSON-WELLS FIGHT.

CHANGE OF VENUE.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 29, 7.45 a.m.

The "Sporting Life" states that Wells has agreed to box Johnson in Paris on Oct. 14.

Johnson announces that he will retire from the Ring at the completion of his present engagements.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

SITUATION GROWING SERIOUS.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 28, 9.30 p.m.
Reuter's correspondent at Milan states that large bodies of troops are stationed at Rome, Florence, Milan and other cities to check the attempts of Socialists and Anarchists to provoke anti-militarist disorders.

RIOTING AT MILAN.

There has been some rioting at Milan where hundreds were arrested.

ENTHUSIASM IN ITALY.

The majority of the population acclaim the expedition to Tripoli, but at some stations the crowds laid rails to prevent trains carrying reservists from passing.

Cavalry cleared the line while the reservists cheered for an Italian Tripoli.

A DELICATE POINT.

The "Daily Telegraph" states that the question of the passage of Turkish convoys bound for Tripoli, via Egypt, was being earnestly considered by the British Government, as the Porte is hourly expected to raise the question.

TURKISH PREPARATIONS.

Bombay, Sept. 28, 2.55 p.m.

The Turkish transport Derna has landed at Tripoli 100 soldiers and a quantity of munitions. The transport entered the harbour in view of the Italian fleet. The Italian newspaper "Stampa" declares that the landing of the troops by the Derna is a *cassus belli*.

Reuter's correspondent at Salouika states that all Italian merchant vessels in Ottoman waters have been recalled.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

NEGOTIATIONS PROCEEDING.

The Turco-Italian negotiations are still proceeding. It is believed that Germany, though acting informally, is striving her utmost to bring about a pacific solution.

Despite the alarmist reports of the imminence of an Italian landing in Tripoli and Turkey's determination to fight in defence of her territorial integrity, there is a more hopeful feeling to-day that a settlement will be reached.

POWERS NEUTRAL.

Durban, Sept. 28, 4.25 p.m.

The replies of the Powers expressing inability to interfere in connection with the difficulty between Italy and Turkey has caused the bitterest disappointment to the Porte.

EXODUS FROM TRIPOLI.

Durban, Sept. 28, 12.30 a.m.

The Italians resident in Tripoli have almost all embarked except the officials.

The Italian Consulate has placed two large steamers at the disposal of Europeans of any nationality.

CORRUPT OFFICIALS.

Cabinet's Instructions.

[THE "TELEGRAPH" CORRESPONDENT.]
Canton, Sept. 28.

The Cabinet has telegraphed to the Canton Viceroy that in future His Excellency should deem it his duty to find out dishonest and corrupt officials to impeach them and frame particulars of the charges against them, pending the Throne's sanction to their dismissal or degradation. The Viceroy should, besides, mete out heavy punishments and force them to give up the amounts received in bribes. On receipt of the telegram, the Viceroy instructed the Provincial Treasurer to inform the local authorities of same.

REUTER'S TELEGRAMS.

THE NAVAL DISASTER.

DOUBTFUL AMMUNITION.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 28, 2.55 p.m.
Reuter's correspondent at Paris reports that the Admiralty has ordered the removal from all warships of explosives shipped prior to 1902.

THE MOTOR-BUS ACCIDENT.

A GALLANT PRIEST.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 28, 9.45 a.m.
The Paris correspondent of Reuter's Agency reports that eleven persons were killed and nine injured in a motor-bus accident in Paris.

A priest rescued six fellow passengers by diving.

CLUES.

We are gradually becoming afraid to do anything in public. Whatever we do we seem to see Mr. Sherlock Holmes eyeing us keenly and saying, "Obviously a bad lot; see how he carries his walking-stick; do you follow me, Watson?" In the old days, if one could contrive to exclude from one's face the brutal look of the born criminal, and from one's walk the furtive air of the innate sneak-thief, one fancied that one was all right. But now everything appears to be a clue to character. Boy Scouts, we understand, when not engaged in slinging the squalor, can detect character from the "boot-sole, and we once read an article in a monthly magazine showing that the expert can spot his man by the way he holds his hands. Now, in a weekly paper published in Chicago, we read that the manner in which a man holds his cigar is a sure key to his character. Photographic examples are given. Number five, we observe, that is to say, he who holds his cigar "delicately, between first finger and thumb," is "a thinker who never leaps until he looks carefully"—a useful man to have about you when there are banana skins around. Number twelve denotes a man who is "economical, but perhaps from sheer necessity." It represents a hand holding a cigar-stamp impaled on the blade of a knife. There is no safety from the modern sleuth. The only thing to do is to go about the streets in a complete *diver's outfit*. "The Globe."

REUTER'S TELEGRAMS.

CANADIAN POLITICS.

GREAT CONSERVATIVE DEMONSTRATION.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 28, 9.45 a.m.
Reuter's correspondent at Ottawa states that Mr. R. L. Borden, the leader of the Conservative party, has been welcomed in Ottawa by the most imposing political demonstration known in the Dominion.

There was a torchlight procession two miles long.

Mr. Borden made a speech and said the demonstration marked not a political triumph, but the assertion of Canada's determination to adhere to the British connection for all time.

The "Evening Journal" states that the Navy question will be settled by referendum.

LARGE OPIUM SEIZURE.

The "Manila Times" of Sept. 23 reports:—Forty-eight hours' vigilance on the part of the members of the Customs secret service was rewarded last night by one of the largest hauls of the season from the steamer Kumeric, in the shape of 700 tins of opium, fifteen packages of morphine, and 192 bottles of cocaine, with a total value of more than P.100,000.

From the moment the vessel arrived in port on Wednesday night, the boat was constantly watched for the purpose of capturing the contraband stuff, which was known to have been placed on board from information previously received from Hongkong. Precautions were taken during the night while the vessel lay out in the stream awaiting boarding by the port officers in the morning. All night long a patrol of launches hovered about the vessel awaiting the discharge of the opium.

When the vessel docked a thorough search was made with no results, but, positive of the presence of the dope on the boat, the Customs men made search last night extending even to the water tanks, which were emptied, disclosing the contraband goods in the bottom of the salt water tank under the store room in the bow of the boat.

Three arrests were made among the members of the Chinese crew who are thought to be concerned.

CHINESE TELEGRAMS.

THE SZECHUAN OUTBREAK.

A TIMELY WARNING.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

The Cabinet has telegraphed to the Viceroy of Szechuan warning His Excellency against exciting innocent parties without giving them a fair trial, as such action may deprive the authorities of the confidence of the people.

SUGGESTION BY SHUM.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

H.E. Shum Chun Huan, Commissioner for the suppression of the trouble in Szechuan in a telegram to the Cabinet, stated that the confidence of the people might be regained by refunding the investments of the people in the railways.

In reply, the Cabinet stated that His Excellency's proposal was opposed by the Ministry of Communications.

TRANQUILLITY AT CHENG TU.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

The Cabinet is in receipt of a telegram despatched from Chenchow in Szechuan reporting that tranquillity had been restored at Chenchow, excepting isolated cases of looting.

FURTHER RIOTING.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

Renewed trouble in Szechuan is reported. Riots have already occurred in Suntsin district. The Magistrate's yamen has been burnt down, and the Viceroy has despatched troops to suppress the tumult. However, the Imperialists were repulsed by the rebels and sustained heavy losses.

CHINESE TELEGRAMS.

THE SZECHUAN OUTBREAK.

SZECHUAN PROVINCIAL ASSEMBLY.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

The members of the Szechuan Provincial Assembly have tendered their resignation en bloc. The National Assembly in Peking has telegraphed to the Viceroy of Szechuan requesting their re-election.

FREE HAND FOR SHUM.

[SHUNG PO "SERVICE"]

Peking, Sept. 28.

The Cabinet has telegraphed to H.E. Shum Chun Huan that on his arrival at Szechuan he will be at liberty to adopt whatever measures he may deem fit in settling the railway affairs, excepting that he must not interfere with the Government's scheme for the nationalization of the railways.

OFFICIAL CORRUPTION.

THEFT AND FORGERY.

[SHUNG PO "SERVICE"]

Peking, September 28.

An official attached to the Ministry of Civil Appointments has secretly stolen several forms of letters of appointments and enabled many disqualified officials to fill vacancies by means of forging the necessary entries. His crime was discovered and he has absconded. Several officials in that Ministry are alleged to be involved. The Cabinet has reported to the Throne the official's delinquency and an Imperial Edict has been issued authorising the Cabinet Ministers to institute an enquiry into the case.

Weather Forecast.



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ALEXANDRA BUILDINGS.

Hongkong, 16th September, 1910.

[28]

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Daily issue—\$36 per annum.
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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.
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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 29th, 1911.

POSTAL POSSIBILITIES.

It is often remarked that the wonders that are beneath our eyes every day are unnoticed. The Post Office, to this generation, is as much an institution as the movements of the solar system which light our day and vouchsafe our night. Occasionally we grumble at it, even at our local Post Office, when some happening reminds us that it is, after all, a human undertaking, subject to the little dislocations and difficulties that affect everything that is not regulated by the inevitable operation of natural law. But it is seldom that we pause to consider what a wonderfully large part in the daily life of most of us the Post Office plays. Its good offices, as we have already suggested, are unconsidered because we are accustomed to them, and it would only be a prolonged breakdown of the delicate machinery which would bring home to us the remoteness and the isolation that it enables us to forget. When the newspapers announce the delivery of a letter that has an address that calls for the genius of the solver of an Egyptian hieroglyph to understand, or when figures are quoted to show what a stupendous amount of matter is handled by postal officials, the world vouchsafes a moment or two to wonder and admiration. That is about the extent of the appreciation that is generally given to this institution which is of such immense practical and sentimental value.

While we do not think that it is right that any service should be disregarded and unappreciated because it is habitually rendered, we do not ignore the fact that the Post Office—speaking generally and not with any particular local reference—is, perhaps, the most conservative of all Government departments. The approximation of perfection that has been arrived at to-day has been secured largely through the labours of non-official postal reformers and the reforms they advocated have, generally speaking, met with either open opposition or passive resistance from the officials. This, by the way, is not peculiar to the Postal Department, nor is it a phenomenon exclusively confined to the Mother Country. The late member for Canterbury, Mr. Henniker Heaton, did more, probably, for the cause of postal reform than all the Postmasters General who have ever held office in the United Kingdom. Conservatism is an extremely valuable quality, but it may be carried to an extreme, and it is particularly desirable that a department that is so closely bound up with commercial life should keep abreast, if not ahead, of the times.

Some will think that more use could be made of the Post Office as an instrument of Imperialism. We know that the hand of every philatelist will be turned against us when we make the suggestion, but does it not seem that the time has come for the inauguration of one Imperial stamp for every part of the British dominions? Except from a sentimental point of view what purpose is served in having different stamps for each separate part of King George's widely separated dominions? If local sentiment is held to be of importance some method of surcharge might be permitted. The pertinent question may be asked, what would be the advantages in inaugurating such a system? The most important is the extension of Imperial sentiment. In every sense a postage stamp is a little thing, but it is the little things that make up life and a truly Imperial stamp, the design combining the idea of Kingship, which is our fundamental bond, and of Empire, which is our destiny, would probably do much to inspire the same Imperialism the inculcation of which is in every way desirable. In the second place such stamps would be useable in any part of the Empire and as a matter of general convenience this would be appreciated. It may be that there are objections that are insuperable, but we think that the idea is worthy, at least, of consideration.

DAY BY DAY.

Heaven from all creatures hides the book of fate. All but the page prescribed, their present state.

The French Mail of August 20 was delivered in London on September 28.

At the Manila General Hospital nearly 14,000 persons are treated monthly.

A Chinese was charged at the Police Court to-day with having in his possession a revolver and 50 rounds of ammunition without having a licence. He was cautioned, while the arms and ammunition were confiscated.

Messrs. Arnold, Karberg and Co. were summoned at the Magistrate's Court this morning for furnishing an incorrect quarterly return to the Captain Superintendent of the police, of arms and ammunition in stock.

Mr. Shenton, appearing on behalf of the defendants, pleaded guilty and a fine of \$40 was imposed.

Captain George S. Holmes, Philippine constabulary, has been appointed an additional aide-de-camp to the Governor General. He will remain on this duty during the time when the work is greatest in the Governor General's office, especially during the opening of the Philippine legislature in October.

While the fire brigade were practising this morning, near the Queen's Statue Pier, working from the float that was moored to the pier, some sparks from the funnel ignited the matched roofing just as the water was being turned off. However the brigade were able to get water quick enough to prevent the conflagration becoming serious. The matched shed was saved and suffered very little damage.

Katha Singh sued S. F. Tetzel in the Summary Court this morning to recover the sum of \$216 for money lent. Mr. F. A. d'Almada a Castro appeared for the plaintiff, the defendant appearing in person. Judgment was entered for the plaintiff and a stay of execution was granted with leave to apply. Defendant stated that he received a salary of \$30 a month, and the stay was granted in order to enable the plaintiff's solicitor to make inquiries.

Langkats.

A telegram received from Shanghai this morning stated that the market for Langkats showed a great improvement and that there were strong buyers at 1/8 80. It is reported that the prospects are more encouraging. The closing rate in Hongkong to-day was 1/8 82 buyers.

Tragedy at Kars.

On the evening of the 20th July (old style) a terrible accident took place in the Russian camp at Kars while the battery of the 20th artillery brigade was demonstrating to infantry sections the construction of the guns, and the method of loading and firing the same. An artillery officer was showing the fifth company of the 79th Regiment of Kurinsk infantry the projectiles and other accessories, and the privates were examining with interest the different parts of the guns. By way of example, a projectile was inserted in a gun when suddenly a deafening report rang out, and on the ground wotering in a pool of blood a dozen or so men were seen to be either killed or disabled. The scene was a horrible one. Further investigation showed that on the ground lay three bodies, more correctly pieces of them, and as many as fifteen men wounded, on the way to the hospital one of the injured succumbed, and three are said to be in a hopeless condition. The remainder may recover. The artillery officer who was illustrating the use of the guns to the infantry privates was so overcome by the disaster that he tried to commit suicide. Strangely enough, the available accounts of the disaster do not mention its cause.

Mr. E. C. Baker, American Consul at Antung, transferred to Chungking, was in Shanghai with Mrs. Baker on Sept. 20.

Mr. Frank Smith, Comptroller of Customs at Soochow, and Mrs. Smith, left Shanghai for Foochow on Sept. 20.

A Chinese boy was charged at the Police Court, this morning, with having stolen a quantity of tinned provisions from the Mount Austin Barracks. He was sentenced to six weeks' hard labour and four hours' stocks.

Mr. G. O. Hanson, of the American-Chinese Interpreter class, has arrived in Shanghai, and joined the American Consulate.

The successor of M. Tejedor, Cuban Consul and Charge d'Affaires in China, has arrived in Shanghai. He is M. Polhanus, and will assume his official duties almost immediately.

Three ricksha coolies were fined three dollars each at the Police Court to-day for taking up an unauthorised stand in Spring Gardens.

The proprietor of the Yik Sang Hotel for emigrants was summoned for having in his house thirty-seven occupants, in excess of the number allowed by his licence. Mr. Wood fined him \$25 or a month's hard labour.

It is reported that the condition of the wounds sustained by Mr. Komatsu, Vice-Minister of Communications, in his fight with a burglar, continues satisfactory. He was examined on Sept. 19, and pronounced quite out of danger. His assailant would appear to be still at large, as the papers contain no mention of the ruffian's arrest.

From Peking the "China Critic" learns of the engagement of Major Travers Clarke, in command of the detachment of the 27th R. I. F. at the British Legation, to Miss Jordan, the only daughter of H. E. Sir John N. and Lady Jordan, to all of whom felicitations are being offered on the news. As Major Clarke is shortly going to Aldershot as D. A. A. G. in that command, the marriage is arranged to take place some time next month, and will doubtless be a brilliant function.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 6.30 p.m. yesterday:—Typhoon 117 Dog, Long. E. 18 Deg. Lat. N. moving W.N.W.

Rice in Japan.

The term during which the reduction in the duty on rice continues in force expires at the end of this month, says the "Japan Chronicle" of Sept. 21. An abundant harvest of rice is almost assured, and the rice market is steadily going down. In the opinion of the authorities there is no need of further encouraging the importation of foreign rice. In the event of foreign rice being still imported, the market of Japan rice may be forced down to an abnormally low rate, so that it is considered there is no need of extending the term of the reduced rice duty.

The Maine.

A New York telegram, dated September 25, to the "China Press" states that the hull of the "Maine" has been completely exposed in Havana Harbour and that it has been definitely established that the warship was sunk by an explosion from outside.

Hearst and War.

Mr. Hearst, the well-known American newspaper proprietor, has apparently changed his views regarding war; for in the course of an interview in London, he stated that the world is speedily arriving at a condition where a demonstration of one nation in favour of war will be met by the united action of other nations to prevent the execution of such a foll purpose. War, he declares, is destruction; it interferes with and kills business, and is therefore out of date. It belongs to the barbarous past. If war is avoided during the next ten years, there will never be another war in the world.

Kowloon Cricket Club.

The annual meeting of the Kowloon Cricket Club was held yesterday afternoon in the Club pavilion, Mr. W. Stewart, Vice-President, presiding. The annual report and statement of accounts were unanimously adopted. The question of the election of a President was allowed to stand over for the time being. The officials for the ensuing season were elected as follows:—Vice-president, Mr. P. D. Wolff; secretary, Mr. A. O. Brown; treasurer, Mr. C. J. Jeffreys; captain, Mr. J. H. Mead; vice-captain, Mr. W. L. Wanser; captain, second eleven, Mr. D. J. Mackenzie; committee, Messrs. Mackenzie, Curzon, Wanser, Neilson, Green, Blackburn, Sutton; and May. Votes of thanks for Messrs. T. Choo and J. H. Mead, former secretary and treasurer, respectively, brought the proceedings to a close.

Watchman Charged with Manslaughter.

This afternoon before Mr. J. R. Wood the case was continued, in which Man Din, an Indian watchman on the Tai On wharf, was charged with manslaughter. The allegation is that during a scrimmage between passengers wishing to board a boat and those wishing to leave the prisoner struck a Chinese who died of the effects of the blow. At the last hearing medical evidence was to the effect that the deceased died from hemorrhage following an enlargement of the spleen.

The case is proceeding.

Unclaimed Telegrams.

List of Unclaimed Telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Coulson (2), Divoto, Dwanke, Hironaka, Co., Hongkong, Hongkong, Jochong, Kong, Man-of-war Haiyang, Kungtiucheng, Lack, Limon, Torachi Tokunaga-135 Victoria Street, 1616, 7079, 1795, 3458, 5406, 1565, 4410, 5973.

List of Unclaimed Telegrams lying in The Eastern Extension Australasia and China Telegraph Company's Office at Hongkong:—Bischoff, Astor House Pforzheimer, Villa cara Hongkong Hotel Rangoon, Hannon, Mrs. N. K. care American Embassy Cedarlake, Ichu, Elgin St. Macao, Koway 8 Augusta San Francisco, Lam-heng-ke, Hoilo, Lau H. Tuck, Cruiser Hai Yang Manno, Perin, Carl, Hongkong Hotel, Manila, Pierce, Miss Mildred, Manila, Rosenthal Prod, Astor House Hotel Shanghai, Siokchoo Singapore, Takloong Semarang, Thyeiye Singapore, Yohernake Singapore, Yusanhuaung Cholon, Yuenchong Manila.

THE U.S. FLEET.

Expected in October.

The United States Asiatic fleet consisting of the flagship U.S.S. Stetson and the cruiser New Orleans, are expected to arrive in Hongkong on October 3 and will probably remain until October 8. In command is Joseph B. Murdock, the commander-in-chief. U.S.S. Saratoga, Commander Joseph L. Jayne; U.S.S. New Orleans, Commander William G. Miller. The personal staff of the Admiral is as follows:—Commander Joseph L. Jayne, chief of staff; Lieut. Commander Henry E. Lacey, aide, fleet engineer, Lieutenant Sinclair Gannon, aide; flag secretary, Lieutenant David W. Bagley, aide; flag lieutenant and fleet ordnance officer, Ensign Richard Hill, aide.

ONE TALE IS GOOD UNTIL.

On the morning of the 28th inst. an Indian Police Sergeant found a Chinese wandering near the Polo Ground. Asked what he was doing there, the Chinese said that a box had been stolen by some men, and he was coming to report it to the police. The sergeant went with the man and recovered the box but was not satisfied with the account the fellow gave of himself. Asked to give his address he gave the number of a house which was afterwards found to be empty. He told the police this morning that he had a wife in Wanchai, and an officer was told off to verify this, but found that it was not true. The woman, he said, was his wife, was married to the prisoner's brother. He thereupon changed his tale and said that he was courting the woman. Mr. Hazland gave him two months for being a vagabond and a vagabond.

GOVERNMENT SERVANTS' WIVES.

Sued by Money Lenders.

In the Summary Court this morning, Katha Singh sued Mok Yan Po to recover the sum of \$292 for money lent.

Defendant said he was a sergeant interpreter. Sergeant interpreters did not receive promotions even if they happened to be twenty or thirty years in Government service.

His Lordship—I have nothing to do with that.

Defendant—I have a wife, two children and a father to support. Mr. F. X. d'Almada (for the plaintiff)—His father has a ship, which is self-supporting.

His Lordship—How much does he get from the shop?

Defendant—Ten dollars.

His Lordship—Is not that enough to support him?

Defendant—No, sir, the cost of living is high.

An order was made for monthly instalments of \$5.

In the same Court, Hurnan Singh sued Ip Hop Pan and another for \$270. Mr. M. R. Harris appeared for the plaintiff and Mr. H. L. Denny, Jr., represented the defendants.

Mr. Denny stated that the second defendant was a sixth grade clerk in the Crown Solicitor's office and received a salary of \$25 a month.

Mr. Harris—There is no evidence to show that he gets \$25 only.

His Lordship—The Blue Book will easily prove that.

The defendant was called into the witness-box, and on being sworn said that his salary was \$25 a month. He had no private means.

His Lordship (To Mr. Harris)—There you are, he says so.

Mr. Harris—They usually get more besides their salary.

His Lordship—Then they ought to be in the Police Court (laughter).

Mr. Denny said that the second defendant did not actually get the money, but merely signed the promissory note as guarantor. He asked for an order for monthly instalments of \$1.

His Lordship—At any rate, I cannot do more than make an order for \$2 instalments.

Mr. Harris—I submit my client is entitled to at least \$20 a month.

Mr. Denny—In a case like this, the defendant should consider himself lucky to get \$2 a month.

His Lordship—I will increase it to \$3 a month.

Mr. Harris—That will take eight years.

His Lordship—I can't help it.

A CHEMIST'S CLAIM.

Ship's Officers Sued.

Before Mr. Justice Gompertz, Acting Chief Justice, in the Court of Summary Jurisdiction this morning, Watkins, Limited, filed a suit against a ship's officer to recover the sum of \$20.20. Mr. Crowther Smith appeared for the plaintiff and Mr. R. A. Harding was for the defendant.

Mr. Harding—The defendant is an officer on board a steamer and can't come into Court, as the typhoon signal is up.

Mr. Smith—It's a ship which comes only once in six months or twelve months.

His Lordship—Is it a telegraph ship?

Mr. Smith—No.

His Lordship—Is it a long case?

Mr. Harding—No. The steamer leaves to-day.

Mr. Smith—What! Then the case must be taken to-day.

His Lordship—The man must stand by his ship. If he can't get away from the ship, he can't communicate. When will the ship return?

Mr. Smith—Not before six months at least. These ships come only once in six months.

The case was adjourned for a few minutes, after which Mr. Harding informed the Court that he had telephoned to the shipping officer concerned and was told that the ship would not leave before Tuesday or Wednesday next on account of the typhoon.

The hearing was fixed for Monday morning at 10 a.m. when another action against another officer on the same boat, by the same plaintiff for \$40.95 will also be taken.

DOG BITES AN AMAH.

Police Court: Sequel.

At the Police Court, this morning, before Mr. J. R. Wood, Mr. Harling, living at 38 Morrison Hill Road, was summoned by Honor Dos Remedios for behaving in a disorderly manner with intent to provoke a breach of the peace on Saturday, Sept. 16th.

Mr. d'Almada appeared for the complainant, but the defendant was unrepresented.

The complainant said that on the day in question at about 11 a.m. the defendant came to his house armed with a revolver and looking as though he was going to kill somebody.

Mr. Wood to defendant:—Did you, Harling, or did you not? Did you go into this man's house?—Yes, into the kitchen.

With a revolver?—Yes.

Why?—Because their dog bit my amah's leg. After my wife had dressed the amah's leg, she went to the house and asked them what they meant by it. They slammed the door in her face and told her to go to the police. The next day I went there and took a revolver with me in case the dog tried to bite me.

Mr. d'Almada:—As this admission of the defendant's is sufficient to constitute an offence I would ask your worship to deal with the case as you think fit.

Mr. Wood:—Has there been any trouble before?

Mr. d'Almada:—Yes, the previous day. The defendant's wife went to the house to complain about the dog biting the amah and called the complainant's mother all sorts of names.

Mr. Wood to defendant:—How long have you lived at 38 Morrison Hill Road?—About four and a half years.

And have you had any trouble before?—Never a word before.

I cannot have you going into a neighbour's house with a revolver. I did not make a display with it.

The defendant was fined five dollars and bound over in his own recognisances, in the sum of \$50, to keep the peace for six months.

Defendant:—You have not heard all.

Mr. Wood:—I have heard all that I want to hear. You must not go into people's houses with a revolver.

COMPANY REPORT.

Canton Insurance Co., Ltd.

The following is the report for presentation to the shareholders of the Canton Insurance Co., Ltd., at the Thirtieth Ordinary Meeting, to be held at the offices of the Company, on Thursday, October 19, at noon:—

The General Agents and Consulting Committee beg to submit to the shareholders the final accounts for the year 1910:—

1910 Account.—The amount standing to the credit of this Account is \$479,635.08. It is proposed to deal with this in the following manner:—

To pay a Dividend of \$10.00 per share, \$100,000.00	
To appropriate for the formation of an Investment Fund—	
Investment Account—	18,400.00
To carry to the Credit of Underwriting Suspense Account—	301,235.08
	\$479,635.08

Consulting Committee.—Since the last Meeting we have to note with regret the death of Sir H. N. Mody. Messrs. G. W. Barton and W. Logan have resigned. The vacancies thus caused have been filled by the appointment of Sir Paul Chaffer, C.M.G., Messrs. H. P. White and E. Shelton.

In accordance with the terms of the Articles of Association all the Members retire, but being eligible, after themselves for re-election. Auditors.—Mr. H. Percy Smith, F.C.A., being absent from the Colony the Consulting Committee filled the vacancy by appointing Mr. Alex. A. Fyfe, C.A. This appointment requires the confirmation of the Shareholders.

Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., offer themselves for election to hold office until the next Ordinary Meeting. J. R. Mather, Esq., C. J. L., General Agent.

ST. JOSEPH'S COLLEGE.

New Recreation Ground
Nearing Completion.

To those who can recall the old St. Xavier's School, founded by the late Bishop Raimondi, at Pottinger Street, then changed to St. Joseph's College housed in "Boxey Lodge," Guine Road, and subsequently moved to its temporary "hatched habitat" in the grounds of "Glencaly," the big pile of buildings on Robinson Road stands as a veritable monument to the educational enterprise of the Catholic Mission authorities in Hongkong. Were the school fees such as to make admission to the school possible only to the children of the better-off class of residents, it is understandable that the growth of the College might have been fostered with extensive assistance. But when one bears in mind that the fundamental principle of the schools founded by St. Jean Baptiste de la Salle, and conducted by the Brothers of the Christian Schools, is to place the advantage and benefits of education within the reach of the children of the poor—and even of those who cannot afford the monthly fees—the remarkable prosperity to which St. Joseph's College has attained, is all the more creditable to those who have contributed to place it in the forefront of educational institutions in Hongkong at the present time.

This appreciation is all the more genuine in that it emanates from one who is privileged to claim the College as his "Alma Mater" and who, through a long course of years, has watched, with a sense of justifiable pride, the raising of the College roof from block to block, until at this time the prominence it now presents to all visitors to our island home, who set their eyes upon that massive pile of structure that is readily recognisable as St. Joseph's English College against the dark background of verdant hills, and which certainly does credit to the Colony's numerous architectural embellishments.

The foregoing reflections have been prompted as the result of a recent visit, one of several that are occasionally made to renew old memories and to forge new links in the chain of connections that weld together the old school with the new.

So highly is the instruction imparted by the staff appreciated, that, despite the addition of a new class room completed eight months ago, the need for more room is again pressing felt. Were it possible to build another three or four class rooms, the Brothers can forthwith fill the forms with students desirous of gaining admission into the school. As for the boarding department, it has already been taxed to the limit of its accommodation; recent applicants for admission having had to be refused.

It will be recalled that on the occasion of the last annual Prize-giving, Sir Frederick Lugard, than whom the Colony has known of no more enthusiastic educationist—made sympathetic allusion to the playground which the Director contemplated laying out for the school. At the time the project was only in embryo; but we are glad to notice that in the course of the year, the scheme has almost practically materialized.

Before the next public Prize distribution in December, visitors will be agreeably surprised at the transformation the northern slope of the ground has undergone. The surfaced pavement, the fish pond, the fallow land on the northern boundary, have all been reclaimed, and relaid into two splendid terraces. The retaining walls; that in the very solidity of their construction look like the battlements of some ancient fortress, have been carried to the farthest end of the ground which they enclose, on the north, and the east and west.

Through the courtesy of Brother Christian, the Director, the writer was taken over and shown the works. As already stated, they comprise the levelling of the ground at the back of the row of houses owned and occupied by some of Hongkong's Chinese financial giants, right up to the

semi-circular stairway at the entrance to the main College building. Owing to the steep gradient, the whole work had to be divided into two sections. The first provides a plot of land stretching from end to end of the existing buildings, and is 148 feet long by 35 feet wide. This level is 10 feet high from the more extensive ground below. The wall has been built perpendicular and banked the made ground which it supports. So as to make the most of every inch of ground, the old ornamental turf slope has had to give way to utility. A permanent Tennis Court will be laid out in the centre in front of the northern facade on this terrace. The court will be asphalted. A green-tinted surface will be given to the Tennis Court if it is possible; otherwise the colour will be of a dark hue; so as not to be too trying to the eyes of the scholars in the class rooms above.

Access is gained to the lower and larger ground by means of a flight of steps with easy gradient, near "Rosehill" wall on the western boundary. The roadway has been so planned in order that the Tennis Court may be utilised to the full width of the ground. The larger section of the work is of considerably greater area, rectangular in shape, it measures 148 feet from East to West, and 104 feet from North to South; the superficial area is thus one of 15,392 square feet. The entire surface will be turfed, and it will be utilised for a football ground. Iron stanchions 15 feet high, and embedded in cement on the granite coping, will support the wire netting so as to keep the ball from shooting out of the ground. At the N.E. corner of this extensive plot of ground will be erected a steel flagstaff 35 feet in height, from which the College colours will float to the breeze on calm and gala days. It is gratifying to note the flagstaff is the gift of an ex-pupil who has since succeeded extremely well in a professional career in Hongkong, and whose family of sturdy, growing boys take their seats at the College forms much in the same way as their "patern" did in his earlier years.

The spiral steps leading down to the Catholic Cathedral Compound will be replaced by a well laid-out flight of dressed granite steps.

Simultaneously with the laying out of the site for the College playground, His Lordship Bishop Poynter has very thoughtfully entrusted the firm of engineers with the work of improving the approaches to the College from the Cathedral, at the same time as a "short cut" will be made to the church from Robinson Road. A well-graded roadway has been constructed 8 feet in width up to the entrance below the class room allocated to the 4th Class boys. Branching out of the road midway up the hill, a winding concrete-surfaced path 5 feet wide leads pedestrians up to Robinson Road westward of the entrance to "Fairview," the residence of Dr. K. Just. As it is not desired that the congregation should be disturbed during the hours of Divine Service, the road to Robinson Road has been planned for pedestrian traffic only, and there will be no thoroughfare for chair coolies. The shorter road to the College will admit of use by chairs on wet weekdays for the convenience of scholars living in the lower levels who may then get in, and out of the school without being exposed to the drenching summer showers.

The combined cost of the works is estimated at some \$11,500, that for the playground alone amounts for \$7,800. Already past and present pupils have evinced practical sympathetic interest in the improvement by their contributions. The individual subscriptions are, true enough, not large. This is not surprising when the financial ability of the boys is considered, having regard to the fact that, generally speaking, none are too well off from the point of view of dollars and cents. But the very nature of the undertaking should commend itself to public support when the time arrives for contributory donations to be solicited. The works, which were commenced in the middle of March last, were retarded through the exceptionally heavy rains in August, and will be completed about the middle of October.

The first-class firm of Messrs. Leigh & Orange are the engineers employed in planning and supervising the works. The inauguration of the football and tennis grounds may now be expected to synchronize with the opening of the football season next month. If the school authorities are not above taking a suggestion, it may be hinted that the opening ceremony should partake of the character of a public function, to which former pupils and friends of the Institution might be invited. St. Joseph's College has been as singularly successful in the field of sports as in that of study. "Mens sana in corpore sano" has been a motto so frequently inculcated in the minds of the students, that they have taken the trite saying well to heart. St. Joseph's College Football Club won the Inter-school Football Shield which it holds for the present year. The magnificent trophy can be seen in the College parlour. Sir Frederick Lugard's Cup was won by the School's Second team on the first occasion it was put up for competition.

J. P. BEEGA.

CHINESE POPULAR SOCIETIES.

Official Precautions.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Sept. 28.

The Ministry of the Interior has written to the Canton Viceroy regarding the restrictions on the formation of societies or associations by the people. According to these restrictions, the promoters of any society or association will be required to furnish the local authorities with the regulations governing the society before its formation and also state its object. The authorities will then submit same to the Ministry of the Interior through the Viceroy. Unless these regulations are approved by the Ministry, the formation of the society will be forbidden.

CRICKET.

HONGKONG LEAGUE.

The Season's Entrants.

The following Clubs have entered for the League Competition, 1911-12:—

Royal Engineers.
Royal Garrison Artillery.
Cricketing.
Kowloon.
Civil Service.
K.O.Y.L.
H. K. Police.
R. N. Yard Recreation Club.
Kowloon v. Civil Service.
This match will be played at Happy Valley. The Civil Service team will be as follows:—
R. G. Hutchinson (Captain), H. A. Cox, J. McEwen, H. R. Phillips, H. Tiplan, H. T. Jackman, W. Edwards, L. E. Brett, A. R. Sutherland, R. G. Witchell and R. Barlow.

Kowloon "A" v. Civil Service "A".

This match will take place at Kowloon. The Civil Service team will be as follows:—E. W. Dawson (Captain), H. Ellis, B. Cox, S. Kelly, W. Gibson, J. Spittles, F. Bacon, P. T. Lambie, R. Phillips, A. Storrie and E. Clarke.

LAWN BOWLS.

Police Secure the Cup.

The Lawn Bowls League competition for the season has now been completed and the Police, winning the cup for the third successive time, become absolute owners. The positions of the various teams are as follows:—

Matches W. L. D. Pts.
Police 6 4 1 17
Civil Service... 6 3 2 17
Kowloon 6 2 4 4
Taikoo 6 2 4 4

Open Championship.

The final in the open championship between G. R. Edwards and D. J. McDonald will take place at Kowloon Bowling Green on Saturday, October 7, when the President of the League (Mr. F. Howell) will be "at home" to members of bowling clubs and their lady friends. The match for third and fourth places between G. K. Haxton and A. Hamilton will be played at the same time. The prizes will be presented afterwards.

FRENCH NAVAL REVIEW.

A Magnificent Sight.

In view of the recent disaster to the *Liberte* and the accident on the *Gloire* especial interest attaches to the great French naval review which took place at Toulon early in the month. The following telegram from Toulon, dated September 4, gives a good idea of the splendid spectacle that was witnessed:—

The magnificent review of the whole of the French naval forces, which took place here this morning and marked the beginning of the French naval manoeuvres, has been no doubt the greatest manifestation of French naval power under the Third Republic.

For many years the navy, in the hands of political coteries, was neglected shockingly, and fell into a critical condition. Then Parliament recognised the danger, and a programme was elaborated and enormous credit voted for building and re-organising the Navy. To this end M. Delcasse largely contributed.

The review of this morning was, in fact, a personal triumph for the ex-Minister of Foreign Affairs. It was he who denounced in Parliament the faults of the Comte. It was he who, as President of the Naval Commission, largely seconded the efforts of Admiral Houe de Lapeyrolle, Minister of Marine in the Briand Cabinet. On his appointment to power M. Delcasse set to work at once to carry out his great ambition to give the French navy the rank it ought to occupy in the world.

The patriotic manifestation today was also his work. It was his desire to show the world, before the review of the German Fleet by the Kaiser, that the French Navy was stronger than ever. The day, the Fourth of September, was the anniversary of the Third Republic. The Fleet was of 92 warships of the three new French squadrons—comprising 25 battleships (six of which are Dreadnoughts), 14 cruisers, 30 destroyers, 12 torpedo-boats, and ten submarines. The whole force represented over 408,000 tons, was commanded by 12 admirals, included 1,107 officers and 27,000 men, and mounted 1,340 guns.

"No Bluff."

"These ships," said M. Delcasse to a group of journalists after the review, "these ships that you have seen are quite ready for war. They are full of ammunition, and can be mobilised at any moment. I do not want to bluff by holding this review; it is simply to show the country how its Navy stands."

This patriotic manifestation has been a triumph. It has attracted to Toulon an enormous influx of foreigners, and the towns of the littoral are all on feet. It is estimated that over 1,200,000 people witnessed the review from the shore.

The President of the Republic arrived here at 7 o'clock this morning, and embarked with his suite on the battleship *Massena*. This vessel was followed by the *Pothuau* (which in 1897 took President Felix Faure to Cronstadt), and was escorted by four cruisers.

The great fleet was lined up in two long rows, distant about 1,200 yards apart. Vice-Admiral Jaureguiberry, who is chief in command of the French naval forces, was in the battleship *Jules Ferry*.

A Magnificent Sight.

The whole fleet fired a salute of 21 guns as the *Massena* and her escort passed the first squadron—the new *Dreadnoughts*. These were the *Voltaire*, *Condorcet*, *Diderot*, *Danton*, *Mirabeau*, and *Suffren*, under the command of Admiral Boue de Lapeyrolle, ex-Minister of Marine. Then came the second squadron—the *Patrie*, *Republique*, *Democratique*, *Justice*, *Liberte*, and *Verite*, commanded by Vice-Admiral Bellue. The third squadron was composed of the *St. Louis*, *Gaulois*, *Charlemagne*, *Charles Martel*, *Jaureguiberry*, *Carnot*, and *Bouvet*; and then came the squadron of cruisers, torpedo-boats and submarines. Bands on board every where played the "Marseillaise," and the sailors cheered from every deck.

After the review was over the *Massena* and her escort turned and took up a position near the entrance to the roadstead. Then there was a grand sight; the entire fleet defiled magnificently in single column before the President's ship. Subsequently M. Fallieres received the admirals and congratulated them, and M. Delcasse gave a lunch to 250 guests at the Arsenal in honour of the President.

Just before the review there was a narrow escape from disaster in the roadstead. While the warships were preparing for the great ceremony a steamer carrying a crowd of passengers passed by at full speed, and dashed against the *Brennus*.

The captain of the warship saw the danger, and by a clever manoeuvre turned the battleship so that the full force of the blow was spared. However, the shock was sharp, and resulted in a hole being knocked in the steamer's side. She was able to be run ashore before she filled, and the passengers were rescued.

RIOT IN TAMSUI.

Stern Measures.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Sept. 28.

With reference to the riot in Tamsui, of Wei-chow prefecture, in opposition to the taxes, H. E. the Canton Viceroy has, in view of repeated outbreaks of this kind, deemed it expedient to severely punish the ringleaders as an example to others. Regarding the riot in Tamsui it originated by the arrest of a street lecturer. Advantage was taken of this incident by malefactors, who attacked the local authorities' yamen and demolished the taxation bureau. In the opinion of the Viceroy, trouble of this kind is intolerable. Moreover, the trouble in Szechuan is not quite over and it may excite the ill-feelings of the Cantonese and cause disorders. H. E. the Viceroy has accordingly telegraphed to H. E. Chun Ping Chai, Commander-in-Chief of the forces in Wei-chow, to have the ringleaders arrested and punished, and to disperse their followers.

The Manila Carnival.

The Director-General of the Manila Carnival Association, Mr. Cottoman, intends to make a big effort to secure an adequate representation of the navies of the world at the next Carnival. He is preparing an invitation to be extended to the Admirals of all the navies of the powers represented in Far Eastern waters, to bring their ships into Manila Bay during the Carnival period and will induce the consular representatives of those countries, resident in Manila, to back up his request. Mr. Cottoman will also try and get the U.S. Secretary of the Navy to have some of the big Pacific fleet sent out for Manila's annual celebration.

DON'T FORGET.

Friday, Sept. 20.
Royal Hongkong Yacht Club's annual general meeting, 5.30 p.m.
Hongkong Cricket Club's annual meeting, 6 p.m.

Saturday, September 30.
Hongkong Gymkhana Club, Race Meeting, Happy Valley.
Hongkong Cricket Club Pro. men's Concert.

Monday, October 2.
Opening ceremony, Canton-Kowloon Railway.

Saturday, October 7.
Dairy Farm annual general meeting, 12.30 p.m.
Hongkong Jockey Club meeting, noon.

To-day's Advertisements

KOWLOON-CANTON RAILWAY.

NOTICE.

THE 11.30 A.M. train from Kowloon to Lown and the 1 P.M. train from Lown to Kowloon on MONDAY, 2nd October, are hereby cancelled.

By Order,
E. S. LINDSEY,
Manager.
Kowloon, 29th Sept., 1911. [1410]

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

TOYO KISEN KAISHA,
NOTICE TO CONSIGNEES.
S.S. "DUYO MARU."
FROM "SU-TH" AMERICAN
PORTS & JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bill of Lading for countersignature, and to take immediate delivery of cargo from along-side.

Cargo remaining undelivered on TUESDAY, the 1st Oct., at 5 p.m., will be loaded at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be paid.

No Claims will be recognised after the Steamer has left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, 6th Oct., afternoon, will be subject to rent and landing charges.

All claims and otherwise, damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before FRIDAY, 18th Oct., otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 29th Sept., 1911. [866]

NOTICE OF REMOVAL.

THE OFFICES of the CHINESE ENGINEERING & MINING COMPANY, LIMITED, have this day been removed from Alexandra Buildings to Queen's Buildings.

DODWELL & CO., LTD.

Agents.

Hongkong, 26th Sept., 1911. [1399]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,
near the Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.

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AND

"Worth Having"



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PERFECT IN PURITY
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A PERFECT DRINK WITH TANSAN

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Consisting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"MONTAGUE".....Sat., Oct. 14.	From St. John.
"EMPEROR OF INDIA".....Sat., Nov. 4.	"EMPEROR OF BRITAIN".....Fri., Dec. 1.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 29.
"EMPEROR OF CHINA".....Sat., Dec. 30.	"CHARLES".....Fri., Jan. 26.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, Barqueau Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORADDOCK, General Traffic Agent,
Corner Fadder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG	Saturday, 30th Sept., 2 p.m.
SINGAPORE, SAMA-RANG & SOURADAYA	FAUSANG	Monday, 2nd Oct., 4 p.m.
SHANGHAI, SWATOW, KWONGSANG	Tuesday, 3rd Oct., Noon
SINGAPORE, PENANG & CALCUTTA	LAISANG	Thursday, 5th Oct., Noon
SHANGHAI	CHOYSANG	Friday, 6th Oct., Noon
MANILA	LOONGSANG	Saturday, 7th Oct., 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers "Kaisang," "Naisang," and "Fooksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 29th September, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERIC".....	G. B. McGill	11,000	October 10th.
"LUERIC".....	J. Mathie	11,000	October 26th.
"HERCULES".....	R. Wilkenson	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

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Telephone No. 780, Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS
TO

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....20,000 tons.....To be despatched end Dec.
S.S. "KATANGA".....6,000.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to

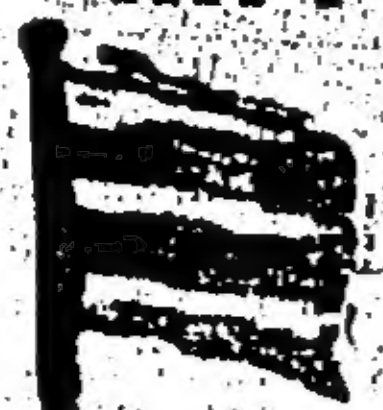
THE BANK LINE, LIMITED,
Managing Agents.

U.S. Agents, 28th August, 1911.

Shipping—Steamers

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(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	AKI MARU, Capt. K. Honma, Tonn 7,000 MISHAMA MARU, Capt. A. E. Moser, T. 9,000	WEDNESDAY, 11th Oct., at Night. WEDNESDAY, 25th Oct., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tonn 7,000	SATURDAY, 7th Oct., from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KORE, YOKOHAMA, OMI, & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tonn 7,900 AWA MARU, Capt. I. Izawa, Tonn 7,000	TUESDAY, 10th Oct., at Noon. TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE via MANILA, TUESDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tonn 6,000 KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon. FRIDAY, 27th Oct., at Noon.
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BOMBAY via SINGAPORE & COLOMBO.	BOMBAY MARU, Capt. J. Toranaka, T. 5,000	TUESDAY, 3rd Oct.
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† Fitted with new system of wireless telegraphy.
* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"JINSEN MARU".....Tonn 3,782.....Capt. Machida.....On Sept 26th.

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between

HONGKONG and JAPAN PORTS. Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAAGAKI
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
NINGPO	"CHIHLI".....	To-morrow 4 p.m.
SHANGHAI	"ANHUI".....	To-morrow 7 p.m.
CHINKIANG	"HUMAN".....	To-morrow 4 p.m.
MANILA, ILOILO & OBU	"KALPONG".....	3rd Oct., 4 p.m.
SHANGHAI	"CHENAN".....	5th " 4 p.m.
SHANGHAI	"LINAN".....	7th " 7 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tao" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE. TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Oshima) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38, Hongkong, 29th September, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama: S.S. Bayern.....6th Oct.

For Havre, & Hamburg: S.S. "Suevia".....10th Oct.

For Rotterdam, Hamburg & Antwerp: S.S. "Ferdinand".....11th Oct.

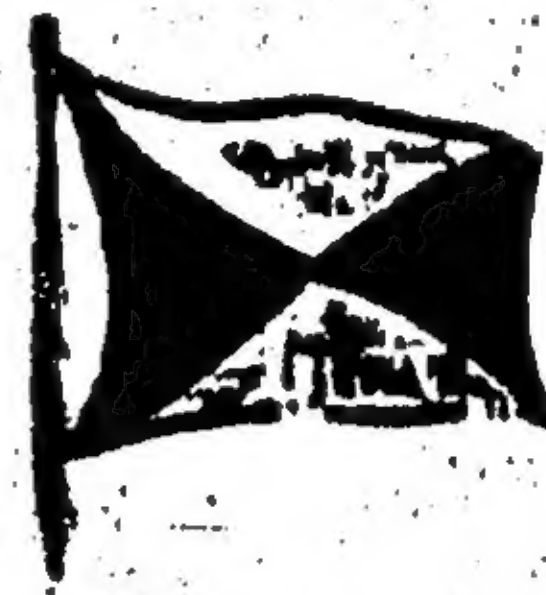
For Havre, Bremen & Hamburg: S.S. "Sehagumba".....30th Oct.

For Rotterdam, Hamburg & Antwerp: S.S. "Belgavia".....20th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 25th September, 1911.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tonn	Captain	For	Sailing Date
RUBI.....	4000	S. Orsky	MANILA, OBU & ILOILO	TUESDAY, 10th Oct., 4 p.m.
ZAFIRO.....	4000	M. G. Smith	MANILA, OBU & ILOILO	FRIDAY, 20th Oct., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 22nd September, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tonn	Leaving
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For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ALDENHAM.....	22nd Sept.	Saturday, Sept. 30.
EMPIRE.....	20th Oct.	Oct. 14.
ST. ALBANS.....		Nov. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, &c., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to alteration.)

Steamer	Tonn	Captain	Date of sailing
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Oct. 6th, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Oct. 13th, Noon.
S.S. "Shinyo Maru".....	21,000	H. B. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Green	Nov. 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and post office.

The Tei's Screw steamer Nippon Maru, will be despatched for San Francisco via SHANGHAI, NAAGAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tonn	Date of Sailing
Bayo Maru.....	10,500	Saturday, Oct. 14, Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA,
KING'S BUILDING (opposite Blake Pier).

COMMERCIAL.

Rubber

The "L. & O. Express" of September 1 has the following:—

The market for Para has been quiet, but steady. Hard Pine on the spot and most positions forward, close sellers at 4s. 9d. (last year 8s. 1d.). Soft Pine, September-October and October-November deliveries quoted at 4s. 0.1-2d. value.

Plantations steady. August-September delivery sold at 5s. 7d., but closing sellers at 5s. 9d. October-December sold at 5s. 2d. to 5s. 0.3-4d. and value, January-March quoted 4s. 9d. value.

The receipts at Para this month are 1,550 tons, against 1,870 tons last year.

It is expected that better prices for plantations will be seen as most of the commodity is reported to be going into the private warehouses of dealers and not into actual consumption. A better indication of an improving market, however, is to be noted in the forward sales which have just been arranged for delivery through 1912 by such well-known companies as London Asiatic, Anglo-Malay, United Serdang, and Selaba at 4s. 8d. and 4s. 0d. per lb., the last series being at the latter price.

At the sales held in Antwerp on 24th ultimo there was a good demand, particularly for plantation varieties, which realized over five per cent. more than at the preceding auctions. The Congolese rubber sold at rise of about 4 per cent.

The Amsterdam sales fetched good prices, and the market continues firm.

The Brazilian crop movement seems to be falling short of last year's returns. The Para receipts for August up to the 24th were only 1,315 tons, making the total since July 1 2,375 tons, against 4,200 tons for July and August 1st year. Now that manufacturers have still to depend mainly on wild rubber, in spite of the astonishing growth of plantations, the shrinkage of the output of the former will have considerable influence on values, which seems to be the probability.

London Share Market.

The steadily increasing price of rubber, the belief that it is the result of genuine buying, the fixing up of forward contracts and the paucity of sellers have continued to give strength to the market. The inquiries are mainly for high-class "heavy" shares on behalf of genuine investors.

It would appear that the public in deciding to once more turn their attention to Plantation Rubber shares are far from wrong at the present time, says the "Financialist." They must endeavour, however, to avoid the obvious dangers of over-pricing, from the standpoint of the investor, the shares which most attract their attention. In the young producer the investor has an opportunity which he would be well advised to accept. The companies, with the experience of what to avoid, acquired at the expense of the earlier producers offer an outlet for the satisfactory investment of capital it would be far from easy to parallel in any other share market. It is true that the capitalization per acre of these ventures is, as a rule, substantially heavier than was the case in connection with the older plantation rubber companies, and that some of these ventures will have some difficulty, even under the most favourable circumstances from now onwards, in living up to prospectus promises and anticipations. But when prior good and efficient management, as we believe the majority of them are, they can hardly fail to do well in the years to come.

SERVANTS.

SERVANTS.

SERVANTS.

DOMESTIC SERVANTS.

of all descriptions suitable for all kinds of work, coolies for Railway, Office, and Tea plantations, and for contractors. For further particulars, etc., apply to—

The H.K. Servants' Registry and Labour Agency.

37, Cross Street, Singapore.

V. I. Ode, YEE KEE & CO.

Tel. No. 111, Hongkong, 11th Sept. 1911.

LOG BOOK.

To Improve Suez Canal.

There is little doubt but that the nearing completion of the Panama Canal has given the Suez Canal Company a bit of a fright and brought home to them the necessity not only of improving the navigation of the great waterway they control but also of framing a more liberal tariff to retain the custom which has been so enormously profitable.

The deepening of the Canal to admit the passage of "steamers" of a great draught is the first essential of up-to-date equipment; and the new loan is doubtless intended to give effect to a recent decision to obtain a depth of 30 feet or 3 feet more than is available at present. This is a task of some magnitude, and with the utmost despatch it can hardly be completed before 1914.

What is to happen in the meantime. The shipping and mercantile communities in the East and Australia are heartily sick of the monopolistic arrogance of the Suez Canal Company with which they have had to put up so long, and are eagerly awaiting the opening of the Panama Canal to get back a bit of their own. It is also true that the Cape route is growing in popularity. It is less expensive, and the navigating hazards are fewer.

Marine architecture and marine propulsion are developing rapidly in unexpected directions, and it is not impossible that when the Suez Canal can offer a depth of 30 feet, it may be risky or not worth while to accept it. One has to bear in mind in this connection the huge dimensions of the new leviathans of the sea, and the casting of the coal bunker by the oil ballast tank.—"Capital."

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 30th September, 1911, commencing at 8.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. O. MASTER, Hon. Sec. and Treasurer, Hongkong, 27th Sept., 1911. [1404]

CHURCH MISSIONARY SOCIETY RANTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held at the City Hall on THURSDAY, 5th October, at 3 P.M.

Admission.....20 Cents. Hongkong, 27th Sept., 1911. [1405]

"CHALLENGE"

FROM A MIDDLE WEIGHT

FROM AUSTRALIA

For further particulars apply—

T. R. NICOLS, Imperial Hotel, Hongkong, 25th Sept., 1911. [1398]

CTE. LOUENCOURT EXTRA DRY.

\$24.00per case.

FRENCH STORE, 8, Queen's Road, Hongkong, 17th June, 1911. [1401]

BIJU SCENIC THEATRE, "FLOWER STREET."

Cinematograph Vaudeville.

EVERY EVENING 9.15 P.M. { 9.15 P.M.

Miss Vera Ferrace, MISS VERA FERRACE, our popular Artists and

The Latest Brilliant Moving Pictures.

7.15 P.M. { PICTURES ONLY 7.15 P.M.

ELECTRIC, PIANO, TROUSADOUR, THEATRE.

Lessee & Manager, R. H. STEPHENSON, Hongkong, 7th Sept., 1911. [1404]

Intimations

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.20 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 3.00 p.m. " 15 min.	
3.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, A'candra Building, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 10th June, 1911.

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Hongkong, 10th June, 1911.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, R.N.	Noon, 30th Sept.	See Special Advertisement.
LONDON & ANTWERP, ST. PETERSBURG, PENANG, CANTON, PORT SAID AND MARSEILLES	SUNDA Capt. H. G. Evans, R.N.	10 a.m., 4th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA Capt. G. M. Montford, R.N.	About 5th Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 18th Oct.	Freight and Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 27th September, 1911.

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GNEISEN" 16,900	WEDNESDAY, 4th October, at Noon.
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SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCE EITEL FRIEDRICH" 16,000	About WEDNESDAY, the 4th October.
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MANILA, YAP, MARION, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINCE SIGISMUND" 6,000	SATURDAY, 7th October at Daylight.
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KOBE & YOKOHAMA	"PRINCE WALDEMAR" 10,100	About TUESDAY, 17th Oct.
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KUDAT & SANDAKAN	"BOHRER" 5,050	Middle of October.
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All the steamers of the Imperial German Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 25th September, 1911. [1407]

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD.

[BUTTERFIELD & SWIRE, Agents, Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS, lifting vessels up to 3,000 tons in weight, providing conditions for painting ships with most efficient result.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

TAIKOO DOCKYARD & ENGINEERING CO. Telephone 1403.

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Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Galley.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIP. HAITAN ... Capt. A. J. Roach ... TUESDAY, 3rd Oct., at 1 P.M.

HAIRANG ... Capt. J. W. Evans ... FRIDAY, 6th Oct., at 1 P.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamers From Expected on or about For Will leave on or about

Tjibodas ... JAYA ... 2nd half Sept. SHANGHAI 2nd half Oct.

Tjimali ... JAYA ... 2nd half Sept. JAPAN 1st half Oct.

Tjimanock ... JAYA ... 2nd half Sept. JAPAN 1st half Oct.

Tjipanas ... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tjiliwong ... JAYA ... 1st half Oct. JAPAN 1st half Oct.

Tjitaroom ... JAPAN ... 1st half Oct. JAPAN 1st half Oct.

Tjiki ... JAYA ... 2nd half Oct. SHANGHAI 2nd half Oct.

Tjilatap ... JAYA ... 2nd half Oct. SHANGHAI 2nd half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings. [1974]

Telephone No. 375

Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

From JAPAN PORTS with cargo on S.S. America Maru

FROM SAN FRANCISCO, and HONOLULU.

S.S. Nippon Maru, having arrived with cargo ex S.S. America Maru, from San Francisco and Honolulu, Consignees of cargo per S.S. Nippon Maru and S.S. America Maru are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 30th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, October 2nd, afternoon, will be subject to rent and landing charges.

All claims must be filed on or before MONDAY, October 9th, otherwise they will not be recognized.

K. MATSUDA, Agent, Hongkong, 26th Sept., 1911. [368]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"DE HI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. "Macedonia."

From Persian Gulf, ex s.s. B.I.S.N. and D. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Oct., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Tuesdays.</

